P. BEARDSLEY

M&T NEWS

This issue would not be complete without a picture of No.13.
These two views show her on Pond Street Park
left : with a full load on the S.O.E.S. tour on 16th.Feb.1969
right: prior to a service 58 journey a few Saturdays earlier.
(P.Beardsley

The Monthly Magazine of . . .
SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

February 1969 M. & T. NEWS No.51

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SOCIETY NOTES

The no.13 tour was an immense success - the bus was completely full,and,unfortunately,a number of members who had not booked early had to be refused.Our next tour is to be held on Sunday March 16th,to those concerns in the Manchester area who will be swallowed up by the Manchester P.T.A. on 1st.April.This will include a ride on one of the 1949 Sheffield PD2/Leylands,now owned by Oldham Corporation and give an opportunity to sample one of Manchester's one-man-operated double-deckers.Please send your booking in as soon as possible to reserve your seat.

SOES MODEL TROLLEYBUS SYSTEMS At the moment we are keeping apace with orders,and these are helping towards buying LRB. Model trolleybus building evenings have been arranged for each Friday(following the I.T.N. programme at 7.05) at 59,Heeley Bank Road,Sheffield,2 (just above East Bank Garage) and we invite you to join us whenever you can (brushes and materials provided).

LRB 750 At the time of writing we have just paid for this little coach,and are arranging her M. o. T. test,tax and insurance,and it is hoped she will be on the road for Easter.The money for LRB has come jointly from D.E.Vickers, P.Beardsley and the Society and,for the purposes of fleet name,livery etc. she will come under the all-embracing title of 'TED'S BUS SERVICE',though for preservation tours etc. she will be regarded just as another Society vehicle.Further details on this will follow next month.

231 With the purchase of LRB we have been unable to afford to re-tax 231 at the moment.This will be done as soon as funds allow,so that she will be out on the road again.

EDITOR'S NOTE The flow of news this month has increased and I would like to thank all members who have contributed.

The Editor is preparing another fleet history. This one will contain all known vehicles operated by City of Oxford Motor Services.

R.Banks

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT

The proposed "take-over" of the 3 operators stage services mentioned in last month's newssheet has been struck from the Transport Committee minutes and is therefore probably no longer under consideration. The Trent/East Midland joint route from Sheffield to Nottingham has been granted but no starting date has yet been announced nor the types of vehicles to be used. The route is to use part of the M1 between Barlborough and Heath.

Several stops on rtes.8/9 have been moved further along viz: the stop past Psalter Lane crossing was moved further away from Psalter Lane, the stop up Sheldon Road from the traffic lights at Abbeydale Road has been moved further up because of Swifts having difficulty getting round the corner and often obstructing traffic, and the other stop past Psalter Lane was moved further away from the traffic lights.

Three of four Atlanteans have had slight modifications. 1106 has the upper deck longitudinally divided by white body strips. 1103 has the nearside rectangular mirror replaced by a circular one-an original fitting. 182 has the rear pair air duct civers in the upper deck(holed flat type) replaced by a pair of concentric cone-type. 186 has a new front below the windscreen and has new doors. The interior of the doors and front is a much greyer shade of blue than usual.

1020 was in service with a broken nearside sindow. 512 had its back downstairs rear window broken on 14/2/69 and was driven to the back of EB on 15/2/69 where 1272's similar window was removed for fitting to 512.

With the recent snow, the grit buses have been out. Leadmill's G55(ex.255) was out on 8/2/69 towing 1402 back to depot after breaking down. Greenland's G54 was out on 6/2/69.

On 7/2/69 Greenland had 50 Atlanteans and Fleetlines freeze up. A garage official said the only way to get the things going was to put a gas burner under the rear, until they thawed out.

Repainted 141/894(fronts only),347/9/51,905,1398/9 all with blue wheels and decimal unladen weight.
Undercoat 1268,1351
OMO Converts 1351/94/8,3163(only 1351 back in service)
Blue wheels 343,858,955/8/62,1252/4/6/8,1351/60/6/8
Decimal u.w.131,1348/51

Old 8d ultimate tickets are now being used at some garages. Service fleet-new vehicle: XWJ 609G. This is a Land Rover allocated to EB and is numbered LR44(which replaces the one with the same number - 5115 WE).It is fitted with front and rear towing and has been used for such ...

Observations

8 on 88,7/1/69,1009 on 42 13/1/69,1008 on 42,3073 on 75,815 on 113,270 on 55 all 14/1/69,1011 on 63,24 on 152,17 on 52 all 17/1/69,1027 on 2,1772 on 512,178 on 9,1019 on 43 all 18/1/69,168 on 97 19/1/69,3073 on 60 20/1/69,814 on 2,3151 on 95,30 on 252,524 on 63,1284 on 75 all 21/1/69,1284 on 53 22/1/69,119 on 60,765 on 42 23/1/69,3081 on 71,1023 on 75, 3002 on 43 both 24/1/69,1110 on 2 25/1/69,22 on 61 29/1/69, 1010 on 3,1015 on 9 30/1/69,200,435,880 all on 53,1024 on 75,1025 on 75 all 31/1/69,863 on 51 1/2/69,948 on 88,1116 on 63,1256 on 42,3002 on 150 all 4/2/69,1359 on 23 5/2/69,3002 on 9,1778 on 75,439 on 53 all 6/2/69,1019 on 6,1327 on 63 both 7/2/69,1252 on 53,1769 on 512,1259 on 42,10 on 6,506 on 55,817 on 71,781 on 69 all 8/2/69,1333 on 75,1770 on 72, 868 on 51 all 9/2/69,1104 on 85 10/2/69,1110 on 53,3151 on 53 both 11/1/69,920 on 65,781 on 52 both 12/2/69,1019 on 75, 3004 on 8 both 13/2/69,1267 on 1,1256 on 42 both 15/2/69, 798 on 81 16/2/69,782 on 52,13 on 223,58,89,55,8 on 223 all 19/2/69.

Inside EB on 8/2/69 were YTC 326,418,Halifax 270

Withdrawn

819 : 18/2/69 478 : 18/2/69 13 : 19/2/69

Disposals

1780 : Autospares,Bingley 1776,2188/9/92 : Askin,Barnsley

2197 has been moved from Hr to EB sideyard where it has been for nearly a week.

D.Tummon, P.D.Fox, P.Hanwell, J.Laming, E.Wilson, P.Beardsley, A.Eaton, R.Banks.

CHESTERFIELD 212/32,302 have been repainted in the new livery similar to 301 /J.Laming

R.Banks,P.D.Fox,P.Hanwell,E.Wilson,P.Beardsley,A.Eaton,

DONCASTER 47-55 were taxed on 1/1/69 and due to enter service on 13/1/69 as one man buses on the Bentley and

Woodlands routes.None has been used in public service although 46 was used for driver training.Withdrawn : 126 E.Wilson A.Eaton P.Beardsley R.Banks. /12/68

HALIFAX The ex-East Yorkshire bus is:
MKH 81 Leyland PD2/12 515193 Roe FH50RD new 1952
It is used for driver training.The livery is all cream with green roof.7 fleetlines are on order for delivery in 1970/1. E.Wilson, A.Eaton, P.Beardsley.

BRADFORD The following are delicenced:
1-4/9/11/22/39
Trolleybus 801,one of the ex-St.Helens vehicles has been relicenced as have 3/90. 558 has been acquired by the West Yorkshire Trolleybus Society.
E.Wilson A.Eaton P.Beardsley

HUDDERSFIELD 25/6 have been fitted with Johnson fare boxes for use on routes 35/6.

LEEDS
Withdrawn 12/68 :- 601-4/9/11-3/52
The new style fleetname is being fitted to forward engined vehicles as they are repainted.Examples are 803/7/11/93/4.

TRENT
Withdrawn 10/68 :- 778(after low bridge accident)

WEST RIDING :-
Withdrawn 6/68 :- 887(fire victim),12/68 : 732

Yorkshire Woollen Acquired in 11/68 was:
47 RCP 237 AEC Regent V 2D3RA1131 NCME H71F new 1962
ex.Ribble 314

All the above was sent in by E.Wilson,P.Beardsley and A.Eaton

ROTHERHAM
Crossleys 210-2 and Bristols 100/2 have been relicenced until December '69.These are the only exposed radiator buses in service apart from Trainer bus ex-105.
Now withdrawn are: 101/3/12/3 Ks6B /East Lancs
121 L5G/East Lancs 198-202 K6B/East Lancs
(198 had been renumbered 103 in anticipation of the new Fleetlines arriving,Thus there were two 103's in the yard)
209/13/4 DD42/8/Crossley.
New are 187-98 LET 187-98G Daimler Fleetline/Roe
They are in a revised livery incorporating more cream than before.One was seen on route 77 on 16/2/69.
In the depot are 7 Fleetline chassis (nos.63458-64)
P.D.Fox,P.Hanwell.

BRIGHTON On order are 5 Atlanteans fitted with bodywork suitable for OMO. P.D.Fox P.Hanwell.

ASHTON-UNDER-LYNE

Leyland PD2/3/Leyland H58R 6 has been converted to a towing vehicle. Nine Atlanteans are on order Route 2 is OMO and routes 1 and 3 are proposed OMO routes.

A.J.Hibbert

MANCHESTER

Atlanteans 1049-63 LNA 149-63G have been delivered.They have MCW H77D + 23 standing.The last exposed radiator Daimler CVG5's have been withdrawn - 4055/75 A.J.Hibbert.

ROCHDALE New are:

34-7 MDK 734?7G AEC Swift Pennine B47F

The last Regal IV's (4/7) have been withdrawn.

A.J.Hibbert P.D.Fox P.Hanwell

S.H.M.D. Some Daimler Roadliners are on order A.J.Hibbert

SOUTHAMPTON 101/3/5-8 have been fitted with periscopes. 101/3/4/6-8/18 have been converted to OMO.

MIDLAND GENERAL 434-6 are to be withdrawn in March and replaced by 3 VRT's numbered in the 3xx series.Most will be replaced in June by RELL's.These(434-6) are the company's first Lodekka withdrawls.

233-5 are to be withdrawn at the end of this month.

D.Tummon.

LONDON TRANSPORT An order for 50 Marshall bodies to be mounted on 50 Merlins already on order has been announced. In addition 98 Park Royal Bodies are also ordered whereas 600 MCW bodies has been increased to 650.All are for delivery later this year or early next year.An interesting feature of the Marshall and Park Royal vehicles is that they will be 33ft.long - 3ft.shorter than the other one-man-single-deckers.

INDEPENDENT NEWS

WALLACE ARNOLD it has been announced that this operator has acquired the Evan Evans group of coach operators in London for £22,500.

Evan Evans have a fleet of about 60 coaches including special Commer minicoaches,and two special executive coaches(both on Roadliner chassis) fitted out with Lounge areas,cocktail bars and coffee machines.Similar coaches are on order for delivery this year.The company is likely to retain its identity.Full details of the vehicles acquired will appear in a later newssheet.

PROVINCIAL TRACTION A formal take-over offer has been made to this company whose subsiduaries include the 60-strong

fleet of Gosport and Fareham Omnibus Co.

A.MAYNE,MANCHESTER

Regent III/Weymann KNA 876 is delicenced,leaving only one Regent III,ex demonstrator 7194 H in the fleet.Bedford SB1/Duple XNB 14/7,2244/5 NA have been sold to various other independents.

Regent V/East Lancs UNF 10-12 are normally used on football and school journeys. A.J.Hibbert -Ed)

(A fleet list of this operator is in course of preparation

GREYHOUND Acquired 9/68 /587

FMO 969 Bristol KS6B 80,088 ECW L55R ex.Thames Valley Withdrawn 12/68 - ENL 681,SPT 68/79,KFM 768/78,FMO 964

P.Beardsley,A.Eaton, E.Wilson

FRANK COWLEY(DEALER) MANCHESTER Noted in the yard were:

PMT: SN5579/90/9/602/6 VEH 579/90/9/602/6 AEC Relaince Weymann B44F

C5616 VEH 616 AEC Relaince Weymann B44F

509 VVT 2 Leyland Tiger Cub Willowbrook B45F /B39F (originally Baxter 1958)

Southdown : 1530 MCD 530 Leyland Royal Tiger East Lancs

Western Welsh : 1079 JBO 79 Leyland Tiger Cub Weymann B44F /B44F

Ribble : 428/53/7 FCK 860/86/9 Leyland Tiger Cub Saro

1407 HCK 407 Leyland PD2/13 MCW H61RD

Trent : 26 KCH 226 Leyland Tiger Cub Burlingham C37C

London : Unknown RF,possibly RF476

A.J.Hibbert

COPE,HEANOR This fleet has two ex-Sheffield independent coaches.2349 WA Bedford SB/Plaxton C41F ex.Littlewood,and 3657 WA Bedford SB/Plaxton C41F ex.Hirst and Sweeting.

P.D.Fox P.Hanwell.

Transport Act 1968 by D.Tummon.

This came into force on 1/1/69 and all THC Holdings came under the aegis of the National Bus Company,also Scottish Bus Group holdings under that part of the Scottish Transport Group.Also included are 25% grants on approved bus designs and grants towards various installations, increased fuel rebates and support for uneconomic rural services.P.T.A's authorised are S.E.L.N.E.C.,Tyneside, Merseyside and West Midlands.

TRAM NEWS - by D.Tummon

Blackpool Vambac 11(at present at Hayling Island) is to be acquired by the East Anglia Transport Museum (Carlton Coalville,Lowestoft).

Ryde Pier Tramway closed on 27/1/69, being replaced by the parallel-running railway, also owned by B.R. using ex-London pre-1938 tube stock. The Ryde Pier trams were originally electric (3rd. rail), then petrol and later diesel and all stock dated from 1927-30.

The following article contains corrections and additional information concerning the article 'Buses in the Perth Area' which appeared in the November newssheet. The Editor would like to thank S.W.Bloomfield for supplying this information.

Greyhound Luxury Coaches is in fact the same company as that operating in and around Sheffield. The Scottich headquarters are at Arbroath.

Alexander's Dundee Bus Station is in Seagate and not Seaview Road. The allocation in Dundee in terms of double-deckers are PD1's, PD2's, PD3's. As a matter of interest the newest PD2's are those built in 1950. The Royal Tigers seen in Dundee are, in fact, all allocated to Aberdeen depot.

Alexander (Midland) also run frequently into Dundee on the 19 group of routes. The Corporation bus services have their bus station in Shore Terrace.

Unmon Street, Aberdeen, is 1,500 yards long and therefore not as long as The Moor.

Aberdeen's livery does not consist of two greens. What was seen wasxthe Met-Camm Daimler CVG6's (215-29 batch) prior to repainting. Also the Aberdeen fleet has in it 12 Tiger Cubs and 10 Atlanteans. There are only 4 Daimler CVD6's and are single-deckers, 2 having Aberdeen Corporation/Walker bodies.

The Aberdeen Bus Station is the accepted Scottish Bus Group design.

Stonehaven has an allocation of double-deckers. They are housed in another garage not far from the single-deck depot in Cameron Street. The Leyland deckers are ex. Sutherland PD1's

The Edinburgh coach fleet consists of Bedford VAL's, VAS, SB, Tiger Cubs and an Albion Aberdonian (several Fords are also in the fleet -Ed).

Eastern Scottish operate about 300 Bristol/ECW vehicles, about one-third of the total fleet. AEC's are still entering service as are Bedford VAM's. Only 2 Regent V's were taken over from Baxters, the other deckers acquired were Leyland PD2's, AEC Bridgemasters and one Renown.

DON'T FORGET YOUR BOOKING FOR OUR MANCHESTER TOUR!

OPERATION 'KEEP 13 OUT' NEARLY SUCCEEDED - BUT NOT QUITE

And so, in the late evening, no.13 left East Bank, driven by a Greenland mechanic, for her home garage, her last service run being over.

It all began at 1246 p.m. on 19th.February when no.13 left Greenland on the Service 223. It had been arranged to allocate 13 to this working for her last day in service so that members could have a last ride on her, this being the only single-deck working which remained out through the eveing.

With a very friendly crew, and one member on board, 13 set off for Brookhouse Colliery, a terminus she had served almost all her working life. Lightly loaded she arrived at the pithead terminus to meet the hundreds of miners from the morning shift, and waiting to board both 13 and the other independent operators' vehicles (Booth and Fisher and Grant & McAllin). Here, this duty operates a number of 'shuttle' services between the Pit Head and either the end of the colliery road (a service which takes only 2 minutes) or Beighton (taking 5 minutes). With a full load each journey 13 hurried backwards and forwards taking the very low bridge on this journey at a good speed. The miners, who are used to a coach nowadays, commented on the age of the bus, but a number recognised her as one of the 3 that operated this service for years, and, on being told that this was her last day, began to feel sorry for her. Finally the morning shift had been taken home and the afternoon shift brought to the colliery, and 13 could return to town. The very cheerful driver demonstrated how easy it was to change gear without using the clutch, and seemed to be really enjoying himself.

From the Bus Station 13 was to operate a Public Health special - this was the most worrying part of the journey as no members could attend and thus the crew could have changed her over for a newer bus at any time. This carries pupils from the Public Health Centre at Norfolk Park as far afield as Mosborough and Killamarsh, and our fears were unfounded when 13 arrived back in town on time to operate the next part of her duty - a round trip to Thorpe Hesley. Here another crew took over, but after being told of the occassion they took 13 gladly. The driver admitted that this was the first time he had driven 13, and demonstrated this by loudly crunching the gears. The journey was taken at a very fast speed, and when 13 bounced across a level crossing passengers

nearly hit the roof.However there was a worrying moment when he had difficulty starting her,and was thinking about ringing in for a change-over,but was persuaded not to do this.Once back in Exchange Street the members on board were allowed to travel to the Bus Station in preparation for the next stage of her journey,a trip to Dronfield Hill Top(service55)

A third crew set off with 13 on this service at 6.20 p.m. Although they complained about the age of the bus,they had no doubts about taking her,and she was soon under way,and climbing to the estate above Dronfield village.The driver cursed when she stalled a few times,but,on being told that it was her last run,said he didn't mind as long as he wouldn't have to drive the same bus on that duty the day after.13 reached Central Bus Station with 6 members on board,and was placed in the bus park,as her next journey was not for another ½ hour.

Just after 8.00 p.m. the conductor arrived for her next part of the journey.As this was to be 13's last run to Blackburn,a service on which she had regularly been used,he was asked if he would allow members to return with her,when the bus was scheduled to run light.He refused to allow this and thus members decided to go with her only as far as Wincobank and return by service bus.The driver arrived to take her,but,as on the Thorpe Hesley,he had difficulty starting her,and only at the 4th.attempt did she fire.The crew had a discussion and then,after bringing her round to the top platform,the driver disappeared into the Station Inspector's office,and it was thought he was going to change her over there and then.However,after a moment he reboarded,and they pulled onto the Blackburn stand at Fitzalan Square,and loaded with workmen and members.As 13 was now late she was taken at a fast speed,and soon reached Wincobank with a full standing load,where members had to leave.In order to get into town for the next stage of her journey we boarded a service 4 back to city,being passed on route by 13 running back light.Her next journey was to be back to Brookhouse Colliery to bring home the afternoon shift.We arrived at Pond Street just in time,and rushed round to the 223 stop,but there witnessed no.8 single-decker about to leave on the 223,and no.13 leaving Harmer Lane, mechanic on board.closely followed by G56 - the towing and repair vehicle.A quick word with the uncooperative crew discovered that they had changed it over because of the starting trouble on the park.Thus no.13 had seen her last

service run on the 8.09 p.m. to Blackburn,and at least a number of members had ridden most of the way on this.

Thus we set off to Greenland for a last picture of no.13. However,when we arrived we were told that she had been changed over by East Bank,as Greenland's fitters were not available.A quick sprint back to East Bank found her again, in a strange garage,awaiting collection for her home base. As she was parked very near the door a friendly mechanic agreed to move her back a little for a last photograph - he boarded and pressed the starter and she fired immediately.

And so,in the late evening,no.13 left East Bank,driven by a Greenland mechanic,for her home garage,her last service run being over.

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"STOCKPORT,MISERY SQUARE..." (part 1)
(reminiscences of a summertime tempoary)
by P.J.Thompson.

I had always thought vaguely about a vacation job on the buses,but it was when somebody said "Why don't you go and work on them instead of just photographing the things" that really clinched matters.So,in went the letter in the last year of school just before the "A" levels,and back wrote Stockport Corporation to say that a welcome to their platforms would await me that July.

Well,we couldn't get those exam scripts written quickly enough,and after the intellectual toil there began the introduction to some satisfying practical work - a few days up in the training whence you could look out over Heaton Lane depotXx yard's setts and tram line fan,a morning's hectic run in Crossley 227 to learn routes,balancing and waybill entering in legible writing despite sharp cornering and finally a few more days "on the back" with the regulars on different routes.

Stockport have been firm supporters of the T.I.M. having adopted these around 1954 after the Bell Punch of tramway days.Upstairs amid numerous cups of tea we learnt to pick our way through the "home-produced" SCTD fare tables,to operate the TIM with an attempt at slickness,to make out waybills and paying-in slips and lastly to fathom the intricate hand-written "running boards" - one for each vehicle itemising that vehicle's entire operating day.Your driver kept this in his cab and found from it the time at every important point on the route.There was the occasional

instruction in red ink like "Wait at Navigation to connect with last NW bus to Marple",but there was nothing as exotic as the notes on some much-treasured SLT trolleybus duty-cards in the writer's possession.Some of these enjoin the crew to "issue work's returns up to and including Bacca Shop", "Look out for bus from Trafford Park", "Change over with Ath. Car 10 between Boothstown & Tyldesley", and "10.17 pm wait for workpeople at Yates' Mill". There were also spidery ink instructions by the chief scribe at Atherton like "Requires 56-seat car", or "Use 48-seat car", this for whomever rostered the trolleys for the different duties.

But,back to Stockport.It's really cold at dawn,even in summer! So it was on this first morning out on the back with a full-timer to teach some of the tricks of the trade.My tutor had found both the running board and his regular mate, and had just brewed at the huge brass geyser in the "out-house" in the depot yard.Unsweetened tea never tasted so good as then,our breath almost rivalling the steam from the geyser! A couple of minutes to spare while driver Bert took the running board,looked at the bus roster ("Duty 634,bus 344 in 3") and then wandered into the depot,to rank 3 to find 344,a Longwell Green bodied PD2.We followed into the dark oily place to have a look at the duty lists stuck on the wall in 4 ill-lit and rickerty wooden cases.Two cases had the duty rotas for the permanent staff,each driver and conductor being regular mates throughout,with a chance of applying for a divorce if they didn't get on very well! The second case analysed the hours for each duty,while the third contained the "alteration sheet" - for newcomers and temporaries.This was altered on a day to day basis,so that those on it could not predict their turns.Once you got off this you were "established" so to speak ,andwere then "tracked up" with a regular mate and could predict your duties weeks ahead.The fourth case was the biggest,and listed what all the duties actually did.This was anything but business like,because it rambled on like "Work 3.53 pm to Lake St.,92x-Xley Rd.,and 4.50 pm (1) to 6.38 pm.Relieve 6.53 pm to H. Grove,92 (10) to 8.38 pm. Meal to 9.08 pm then depot".The whole lot would be headed "Duty 623; On 3.34 pm, Off 11.33 pm.

To sort your way through this needed a knowledge of the bus language peculiar to SCTD.For a start there was "work" which meant start the track by taking the bus out of the depot ,while "Relieve" meant take over a bus already in service out on the road,and usually full of passengers

grumbling about the timethey had been left there waiting for you! "Xley" was a pet abbreviation for Crossley,and this was used by Manchester Transport depot store-keepers too,when they put up notices in the depot stores reading "Xley springs" and "Xley 1200 TB Spares".It gets more difficult when you have to learn to distinguish between "service" and "route" numbers,the former being shown on the bus indicator,and the latter being denoted in brackets on the duty details 92 (10) would be the tenth bus on on service 92,and 30 (2) would be the second bus on service 30: - all very confusing if 92 (10) happened to do a rush hour trip on some other service,because wherever it turned up,it would be known as 92 (10) to the inspector or time-keeper! This number in brackets was thus a sort of car schedule number,and began at one for each service."Depot" meant "stand spare".

You made up your waybill at the end of each service, even on joint workings (with Ashton,S.H.M.D.,Manchester and NWRCC) where boundaries were not bothered about and through bookings made without any formality.You got your times from the big running board,not an easy matter if you and your mate were a bit late and he wanted to be off a bit quickley with it in his cab! Which just went to show how much you,as a conductor,were in your driver's pocket because he decided whenor not to go,and also what times to keep or miss en route.

Well,Bert had 3.4 warmed up, and the sun was promising a hot day in stark contrast to the chilly morning,so at 6.04 am we swung aboard and slithered out of the yard over the wet setts,left through the lights and out on the A6 - to the great magnet that is (supposed to be) Manchester,on the very busy "trunk" service 92.

No passengers at the usually busy stop next to the depot wall? But my craft mentor pointed to a short working 92x (bound for Crossley Road) a little way ahead up the hill... "they're all on that one" he said with a knowing wink.He's pushed us every day this week,so far...that's why Bert washed his brew can out twice this morning...!" So already here was the implied advice on the two ways to work this job - by the book and be "killed",or by using a bit of wily common sense and surviving

continued next month.

TROLLEYBUS NEWS

Reading
Trolley 170 has been acquired by a school in Sonning, Berks.
Trolleys 182-6/92 have been sold to Teesside.
D.Tummon, R.Banks

Bradford
Of the 740-751 batch of trolleys:
743/6 are permanent trainers, 745/9 still in passenger service (745 is also used occassionally as a trainer), 740-2/4/7/8/50/1 are withdrawn.
Of the 794-801 batch:
795/9/801 are in passenger service, 794/6-8/800 are withdrawn.
Of the 752-9 batch:
753/7/8 are still in passenger service, 752/4-6/9 are withdrawn.
The motors of the ex Notts & Derby vehicles have been transferred to other trolleys.

On Thursday the 13th. February the Thornton (no. 7) trolleybus servicewas brought to a standstill once in the morning before 9 O'clock.A dewirement occurred at the City Road,Thornton Road junction bringing wiring down.This also stopped the service 16,Allerton.The second stoppage occurred at the Town Hall Square roundabout.This stopped services to Thornton (7),Wibsey (45),Clayton (37) and Buttershaw (46). An inspector said,"The man who invented trolleybuses should be shot! Thank God for motor buses!" The third stoppage came about 2.15pm. This time it was in Bridge Street.The bus came out of Hall Ings,the trolleys came off and broke a span wire.This wrapped around another span wire and the overhead as well.This resulted in the power being turned off for about 30 minutes.

One driver travelling to Thornbury was seen walking round his bus scratching his head.As the other bus was out of sight he had no idea of what had happened.A bus driver at the other side of the road was looking equally bewildered. The bus which had dewired and caused the trouble was 710 (DKY710)

Now it is no longer possible to turn a complete circle with a trolleybus at Victoria Square as the wiring at the bottom of the roundabout has been removed.

A new dual carriage-way is being made from the above

rounabout and tramway type poles have been placed down the middle of it and new poles in other parts of the city are thin metal on the rest of the new road or concrete. So,it looks as if something is planned in the way of a diversion.

M.Hampson

"NO, I'M NOT A DIESEL!!" continued

by R. Fenn

Considering age and war service,breakdowns were fairly infrequent and many of these were punctures and were dealt with on the spot.Latterly however,there was a marked increase and 189C and 205C were kept very busy occassionally having to tow the offending vehicle back to Fulwell which was no mean task for these little Cubs.Accident damage considering the brakes was fairly light,but I did see No. 50 take a header into a shop on Surbiton Hill to avoid a cyclist.Luckily nobody was seriously hurt and the bus, although firmly embedden in the shop,was not badly damaged to say.St. Mark's Hill was a good test for the brakes, especially with a full load on.Luckily no fatal accident occurred - Mark must have been the patron saint or guardian angel of the Diddlers.Most people stood up to alight at the station and make a dash for the train,the wise remained seated,even when a train was approaching.The electric put-back brake offered little help and by the time the " "mechanical" brakes came on ,it was rather late.The resulting desperate prod from the driver's foot,plus the grab of the handbrake usually had the desired effect - those who remained seated had the last laugh.Only once did I see one overrun - I think it was 25,and she finished up down Victoria Road somewhat entangled in the overhead.

Most of the vehicles survived to the end though some, eg 51, were canibalised for spares and disappeared earlier. 1565A and 1587A joined the ranks at Fulwell and Stonebridge occassionally provided a Saturday relief with their C2s. 61 and 378 were fitted with P.A.Y.B. equipment and a seated conductor and worked the 604/667 in this state for some time.

Alas the fateful day arrived in 1948 when I spotted 1779 on driver training duties - the first Q1 had arrived; but these magnificent vehicles were to become just as much a part of our way of life as the Diddlers.Anyone who remembers them will regret their premature demise.1769 soon followed and then a continuous stream until 1837 and 1833 completed the batch in January,1949.What a contrast they

were to the Diddlers with their fast acceleration and silent running except for tyre noise.So fast was the acceleration that if you were at the staircase turn when she was rung off,you had to wait there until she had gathered momentum.So quiet was their approach after the Diddlers,that one often had to sprint the last 20 yards to the bus stop.Icy ruts in the road on that first Winter gave the springs a good testing - I hate to think how the Diddlers would have faired under these conditions.The smoothest ride of all was offered by 1841,the last numerically in the batch,but it was not until after she had been scrapped that I learned she was fitted with "automatic transmission".So,interested was I in the arrival of the Qls,that I omitted to record the departure of the Diddlers. The Qls took over the 604/5/67 fairly soon,but their extra six inches width that made them so handsome made the Kingston turn impossible on the other three routes,so a diversion was made using Brook Street for Southbound journeys to Surbiton and Tolworth .Gradually they filtered onto the 602/3 and at last the 601.The last Diddler I personally saw in service was,I believe,39,one Saturday towards the end of 1948.By now most of them were in the yard at Fulwell,or had already gone to the breakers.Only No. 1 was to survive.The Cls and experimentals moved to other garages where they saw service until they too were withdrawn.Little did I imagine then that as early as 1961 I would watch these sad Ql vehicles being driven or towed away from Fulwell bound for London Docks for service in Spain,but this is another story.

Traffic in Kingston had become so bad,the police blamed the trolleys to a large extent because of slow progress over junctions and frequent dewiring,plus the fact that a one-way system was planned which would have necessitated the complete rewiring of most of Kingston,so the axe fell. Until the plan could be implmented,the Lls took over from the Qls and it was a return to rattles and bumps again. One terse comment written by an exasperated driver on the front bulkhead next to the fleet number stated the obvious: "Built in...1380".At least Fulwell had kept the Diddlers clean to the end.

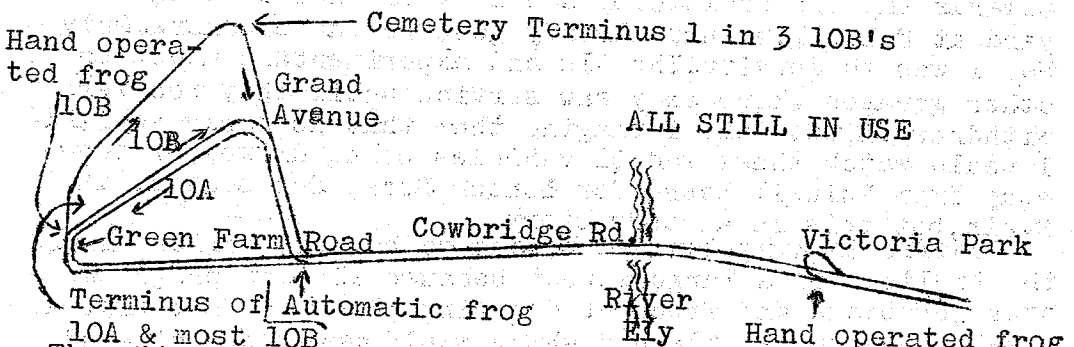
As I took my usual front seat on the 7.30 am. from the Red Lion on 9th May,1962,the engine noise of RM1079 seemed almost deafening after the years of silent electric traction. The expression on my face must have registered my disapproval,for a voice from somewhere below growled proudly up to me "I am a Diesel."

The following notes correct the article appearing in last month's 'M & T News'. They have been received from R.G. Davies to whom the editor expresses his thanks.

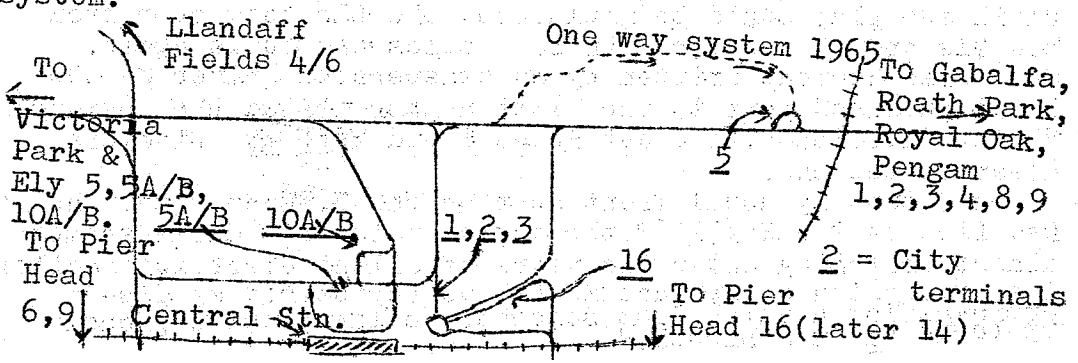
The "Trent red" Atlanteans referred to are most probably Western Welsh ones who own 66 (301-66). They could also be those owned by Rhondda who own 6 (496-501) which are of the same colour which does not particularly remind one of Trent but that is a matter of opinion. The Fleetlines are Cardiff ones (475-505) and are not often seen actually in the bus station due to their front entrances, but often around it either off service or on service 36 (only the MCW ones, 474-489). The coaches belong to Neath and Cardiff Luxury Coaches, Briton Ferry.

Mr. Woolford could not legally have caught an Atlantean to Newport Road depot as C.C.T. are covered against companies setting down within the city boundaries. It was probably a "Sheffield style" PRV/Fleetline (490-505) of C.C.T..

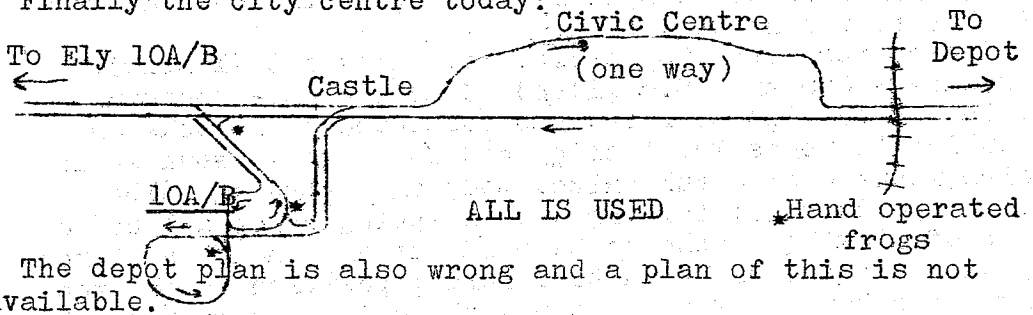
The three maps of the trolleybus system are rather inaccurate. On the map of the whole system, the Green Farm Road section is as follows:



The city centre was like this at the height of the system.



Finally the city centre today:



The depot plan is also wrong and a plan of this is not available.

The present fleetlist is 215/8/20/7/8/55/75-9/81-7 (DB0475/8/80, DUH722/3, EB0912, KB0948-52/4-60).Also at Roath depot are 274 awaiting sale for scrap and 280 which went for scrap actually on 11th or 12th of January,1969 and was the one badly damaged in the rear.Also there is 262 which is preserved by the Cardiff Trolleybus Society.

The entire fleetlist should be as follows:

no. series	registration	chassis	body
201-210	CKG191-200	A.E.C. 664T	NCME H70R
211-220	DB0471-480	B.U.T. 9641T	East Lancs H67R
221-230	DUH716-725	B.U.T. 9641T	East Lancs H67R
231-237	TG379/81/3/5/7/9/91	Eng. Elec.	Eng. Elec. B32C
238-242	EB0891-895	B.U.T. 9641T	East Lancs B38R
243	KB0961	B.U.T. 9641T	East Lancs B40R
245-7/9/50	EB0902-4/6/7	B.U.T. 9641T	East Lancs H67R
248/51-64	EB0905/8-21	B.U.T. 9641T	Bruce H67R
265-274	FB085-94	B.U.T. 9641T	Bruce H67R
275-287	KB0948-960	B.U.T. 9641T	East Lancs H72R

Of these 211-30/8-42/5-74 were originally dual entrance/exit.203/43/62 are preserved.A KBO and maybe one of 215/8/20/7/8/55 are due to bepreserved also.Only 231-7 were ex Pontypridd UDC,238-42 being bought new to replace them.

The original double decks,201-10,lasted until the start of abandonment,201/2/4/7 lasting until mid 1965

EARLY BRITISH RAILLESS SYSTEMS

By H. Brearly Aberdare 1914-1925

Aberdare,a town in Glamorgan,Wales,decided to have a go with railless.But again,the odd man out.Aberdare had a small tram system tucked away in the Welsh mountains.The railles system,a feeder for the trams,was started in 1914

on the Mercedes Stoll system with eight single-deck buses similar to the Keighly ones.

The routes were; Commercial St.- Abernant (1 mile), Cemetary - Cwmdane (0.5 miles), Clarence St.- Cwmaman (1.26 miles). The overhead was suspended on J hooks as peculiar to Cedes.The trolley had four wheels,~~mounted~~ in pairs,mounted on a vulcanized body and weighing 28lbs. with a pendulum,containing a coil spring which allowed a loop of flexible cable to be paid out on demand and taken up when the bus returned to a normal position in the road. Under the bonnet of the bus was the main drum with another 25' coil of wire controlled by a flag spring.The connection between the trolley flexible cable and the bus cable was fitted with a spring clip,which 'broke' at any extra sharp tug,allowing the plug to separate without doing any damage to trolley or wire.

The trolley was hoisted by a forked pole from the top of the bus,being pushed between the pair of wires and then being lowered onto them.Quite a work of art! The currant was collected from the main drum by laminated copper brushes on slip rings going to the controller via B.T.H. circuit breakers and air cooled resistances slung under the bus floor,and then to the motors which were mounted in the wheels,a feature of the Stoll systems which could be used in various combinations.Viz; front wheel drive, rear wheel drive and four wheel drive. Aberdare used rear wheel drive.

The controller had seven forward positions,first four for series working and the last three for parallel working. It also had positions for rheostatic braking and reverse working.There were two foot-brakes,one being fitted with a ratchet and tongue and serving as a parking brake.

The motors were revolutionaary in design in that the armatures revolved exterior to the field coils.The field poles were 8 or 12 in number and were held in position on the axle by two long keys.The armature slid over and was fastened to a back plate .The brush gear,also on the shaft, was secured by a locking nut and lay flat vertically upon the disc shaped commutator.It was totally enclosed in an aluminium cover with a rubber gasket to make it watertight.

The buses were towed to their respective termini by tram cars coupled by a spring load, eg Drawbar. It was intended that they should go under their own power and provision was made for a skate and one trolley boom to a single overhead wire with a changeover switch.But,for the sake of speed the idea was abandoned and the buses were towed.

The first of the motors was made by Johnson and Philips at Charlton.Later ones were manufactured in the Cedes Stoll works at Stamford Hill.

The running costs cannot be accurately quoted but it is believed that all things being equal they were the cheapest and smoothest running vehicles on the road at that time. However,the war with Austria made things as difficult for Aberdare as for Keighly.What the position for repairs in Wales was I do not Know,but it was bad in Keighly,so I must presume the same for Wales.The system struggled on without extending or buying new buses,and so the system came to an end in July 1925 after 11 years running.And so another early system was abandoned.

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THE DERBY TROLLEYBUS SYSTEM

By P. Beardsley

General History

Trolleybus operation commenced in Derby on the 9th of January,1932,when trolleybuses were introduced on the Nottingham Road route.Officially the last day of trolleybus operation was the 9th of September,1967,but the last trolleybus to run,236,arrived at the depot in Ascot Drive at about 00.15 hrs. on the 10th of September,and so ended over 35 years of trolleybus operation in Derby.

Four services were operating on the last day,namely:-

22 Osmaston Park Road - Victoria Street - Morden Green
31 Morden Green - Victoria Street - Osmaston Park Road
m41 Market Place - Harvey Road
(These routes were connected and certain through fares were available)
60 Market Place - Shelton Lock

However,in addition to these services several other wires were alive,although no services were scheduled along them. The normally disused wiring which was alive was :-

Ascot Drive (full length)
Corporation St.-Albert St.-Morledge-Siddals Rd.-Midland Rd.
Upper Dale Road-Cavendish-Walbrook Road
Dairyhouse Road-Douglas Street

Trolleybuses were operated from three depots:-
Nottingham Road Osmaston Road Ascot Drive

From 1961 all trolleybuses used Ascot Drive.

The Vehicles

The first six trolleybuses in the fleet had Guy chassis and Brush bodies.These were followed in July 1932 by the delivery of eight vehicles with Guy chassis and Dodson bodies.Later in the year another batch of vehicles with Guy chassis and Dodson bodies entered service.

About this time it was decided to try three different makes of chassis.Thus three vehicles were purchased,one with a Karrier-Clough chassis and a Dodson body,one with a Sunbeam chassis and a Dodson body and one with a Ransomes, Sims & Jefferies chassis and Ransomes body.

In 1933 it was decided to try a different form of body-work,and so twelve Guys with Weymann bodywork were purchased Also a vehicle with a Thorneycroft chassis and a Brush body was taken into stock.At the end of 1933 and in 1934 the fleet was built up by the delivery of thirty Guys with Brush bodywork.

In May 1935 four more Guys with Brush bodywork were purchased in order to complete the conversion programme. In 1936 a further ten similar vehicles were purchased to contend with extensions.

m 1938 saw the delivery of six vehicles with Daimler chassis and Brush bodies.

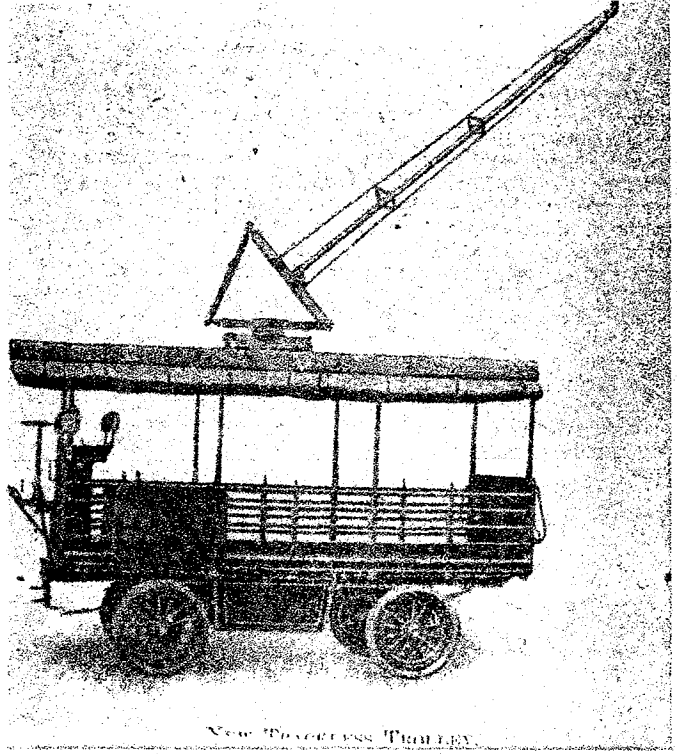
By the time war broke out the Corporation were in ownership of 86 trolleybuses,most of which took a severe hammering in the war,but nevertheless services were maintained in spite of bad wiring and road conditions.

In 1942 the first,and last,vehicles with single-deck bodywork were taken into stock.These took the form of six Guys with Ransomes bodywork acquired from the Hastings Tramway Company.However,these didn't prove too popular and only lasted for a short period of four years.

In July 1944 the only two fully utility vehicles were taken into stock.These were numbered 171and 172 (172 is now preserved) and had Sunbeam chassis with Weymann bodywork.In 1945 three Sunbeams with Park Royal bodywork arrived,followed by a further ten similar vehicles in 1946.

With the delivery of new vehicles and the disposal of the single-deck vehicles the trolleybus fleet strength was at 101.In 1948 thirty-three of the earliest vehicles were replaced by 28 Sunbeams with Brush bodywork.The next replacement vehicles were purchased in 1952 and took the form of 20 Sunbeams with Willowbrook bodywork.

continued next month



New Pescara Trolley

Trolleybuses old and 'new'.Left: a Pescara(Italy)trolley of 1905 (H.Brearley) Below : Our own Rotherham 37 on the Silverwood Colliery service at All Saints Square on 28th.November 1964.